

DIXIE TRANSPORTATION EXECUTIVE COUNCIL (DTEC)
MINUTES
February 16, 2011

PRESENT

Jim Eardley, Washington County Commission
Chris Hart, Ivins City Mayor
Gloria Shakespeare, City of St. George
Gil Almquist, City of St. George
Ken Sizemore, Five County AOG
Myron Lee, Five County AOG
Larry Bulloch, St. George City Public Works Director
Roger Bundy, Washington City Council
Matt Ence, Santa Clara City Council
Curt Hutchings, Dixie MPO
Dana Meier, UDOT
Mike Empey, Rep. Matheson's Office
Dean Cox, Washington County Administrator

CALL TO ORDER

Chairman Eardley called the meeting to order at 12:05 pm.

MINUTES OF JANUARY 19, 2011

MOTION: Motion by Councilmember Roger Bundy to approve the Minutes of January 19, 2011. Motion seconded by Councilmember Gloria Shakespeare and carried by unanimous vote.

ACTION ITEMS

- A. Release the Long Range Plan for a 30-day public comment period

Myron Lee distributed a map called "Projects and Phasing" and a "Regional Transportation Plan 2-11-11 Draft" and requested this group to release the Long Range Plan for public comment as of March 1, 2011. After April 1, there will be a thirty-day period to analyze comments and make appropriate changes, and then it will be sent to FHWA for approval and comment. After that, it will come back to us in plenty of time to be examined by this body and formally approved by July 1, 2011.

MOTION: Motion by Councilmember Gloria Shakespeare to Adopt the Long Range Plan as presented for a Thirty-Day Public Comment Period. Motion seconded by Councilmember Gil Almquist and carried by unanimous vote.

DISCUSSION ITEMS

A. Draft Long Range Plan Presentation

Mr. Lee narrated a PowerPoint presentation which began with a look at the historical population growth within the County. Discussions have been held with all the cities regarding those projects they show on their Master Plans. His group started with a 2020 map of existing facilities plus funded projects which are color-coded according to the capacity of the roadways.

The Phase II projects for 2020-2030 include the Great Northern Corridor (GNC), which will provide relief to Exits 8 and 10. The BLM refers to a different road as the Northern Corridor (NC), so it is important to distinguish between the GNC and the NC. The 2030 Build Scenario provides for building the GNC from Exit 13 in Washington to Red Hills Parkway. The Western Corridor won't relieve traffic congestion until at least 2040, so it has been moved to Phase III.

Dana Meier of UDOT said he recently had a meeting with Jimmy Tyree of BLM during which they collaborated on drawing lines on the map to represent proposed routes. Councilmember Almquist wanted to stress the point to the BLM that we are all trying to get from Point A to Point B, with everything zoned properly, without compromising habitat. Environmentalists are concerned with the protection of the tortoise and other species. Mr. Bulloch asked whether it would be possible to place the GNC into Phase I, and Mr. Lee said it does not fit into the funding for Phase I. It was discussed that it may be appropriate or desirable to re-prioritize the lists to move the GNC into Phase I. Mr. Lee mentioned that he would like to have an analysis done through the CUBE consultants and bring it to this group in another month. He reminded the group that if one project is moved up, other projects must be moved down in the priority list.

Mr. Sizemore expressed concern that the map on which a fixed route is designated for the Great Northern Corridor is going out for public review. Mr. Bulloch said it is not intended to be a fixed line but that people may interpret it as such. Mr. Lee said this is the same alignment that was presented in the 2007 30-year plan as a project in Phase III. Councilmember Almquist suggested putting the word "proposed" next to the GNC alignment.

Councilmember Shakespeare asked about the Corridor Preservation Fund, and Chairman Eardley said that the Council of Governments (COG) receives \$10 per vehicle from motor vehicle registration fees. The State of Utah holds that money, which

now totals approximately \$1.9 million. The COG prioritizes projects which are then ratified by the County Commission. Mr. Meier said that one can increase corridor capacity without adding asphalt. Mr. Sizemore said that the MPO has allocated funding for case studies on transit systems in other areas of the State. All of these ideas are covered in the Long Range Plan. Councilmember Almquist said that people need to get away from the single-car mentality and support public transportation.

B. Dixie Transportation Expo Update: March 8, 2011

The Transportation Expo is an opportunity for all of the involved entities - cities, the County, UDOT, the MPO, etc. – to display their proposed projects that are going to public comment. Mr. Lee distributed a list of Expo participants. There are 22 booths reserved, at a cost of \$275.00 per booth, which is less than in past years. The money goes to the City of St. George for purposes of putting the facility together. Notably absent from this list is SunTran, which doesn't have the staff or funds to man a booth. The group expressed a desire to see SunTran represented at this Expo, even with an unmanned booth.

C. I-15 Coalition Update

The I-15 Mobility Alliance, which is concerned with the I-15 corridor from the West Coast through the northern border of Utah, has assembled an early action project priorities list. They received 200 project applications (some from UDOT, some from CALTRANS, some from the Dixie MPO, some from Arizona). This multi-state alliance is looking at all different projects within those participating states. The Alliance created some ranking criteria from those 200 projects and went through a project selection phase with the goal of selecting projects that would realize benefits from the new authorization bill that is scheduled to be considered by Congress over the next few weeks. Mr. Lee reviewed the handout entitled "Recommended Early Action Projects," I-15 Corridor System Master Plan. Mr. Sizemore mentioned that the first project, the Virgin River Gorge Bridges, obviously will have an impact on our region. Many of those bridges are 45 years old and require considerable work.

Chairman Eardley said that the County is attempting to get state funding for repairs to the Utah Hill on Old Highway 91. That is an important route, as it is the only alternate route south out of the County in the event of a problem on I-15. Certain sections of 91 were washed out, and they are currently passable but only dirt. Bank armoring is also necessary, and Commissioner Lewis is at the JHC meeting up north as we speak, attempting to secure some funding for this important project.

D. Van Pooling Concept Introduction

Mr. Sizemore said that at the last JPAC meeting that he and Chairman Eardley attended, they learned about the Smart Travel concept that the UTA is promoting along the Wasatch Front. The UDOT representative commented that it was a statewide effort, and Mr. Sizemore asked what is being done in southwestern Utah, specifically about van pooling. The presenters replied that they would like to open a discussion on this subject in our area. Mr. Sizemore distributed some information on van pooling that the UTA has prepared. In theory, the UTA (or some other agency) leases a van to private sector individuals who want to use that van to travel to and from work. His office is beginning to explore what might be possible in this area. In the past, older vans have been used to transport Zion National Park employees to their jobs. Brian Head Resort and some of the other major employers are interested in this concept. Mr. Sizemore is going to speak to the Chamber of Commerce to see whether there is interest from the private sector to pursue this idea.

Councilmember Almquist asked who would drive the van, and Mr. Sizemore said that a group of employees signs up to express interest and nominates a primary and alternate driver. The lease agreement provides for a gas card for fuel. The vans could even pick up employees at their individual homes in the event that there is no parking available for the individual employees' vehicles as they utilize the van pooling services.

UDOT/FHWA BUSINESS

Dana Meier discussed the appeal of the jurisdictional determination by the United States Army Corps of Engineers, saying that the USACE has continued to frustrate everyone in the area and add significantly to the cost of all projects.

OTHER BUSINESS

No items were presented.

NEXT MEETING

A. March 16, 2011: Transportation Expo Critique

Having no other business, Chairman Eardley adjourned the meeting at 1:16 p.m.